

**Amendments to the Specification:**

Please replace the paragraph beginning on page 2, line 29, with the following rewritten paragraph:

(5) Japanese Unexamined Patent Publication (KOKAI) No. 5-86,843 (1993) discloses an exhaust gas purifying apparatus in which the main catalyst 100 for purifying the exhaust gas is placed at a downstream side of an exhaust way 220 of a body 210 connected with the exhaust pipe 200. The apparatus shown in Figure 10 has a pre-catalyst 300 placed in an upstream side of the main catalyst 100. A blowing passage 400 is formed between an outer ~~circumfereneial~~-circumferential surface of the pre-catalyst 300 and an inwall surface of the exhaust way 210. The pre-catalyst 300 is formed of a ceramic honeycomb carrier 301 retaining ~~an~~-a catalyst component, and it is held in an external sleeve 302 by ~~eushions~~ cushions 303 for preventing the damage of the ceramic honeycomb carrier 301 as shown in Figure 11. The pre-catalyst 300 is placed by a supporting member 330 (a width of "M", a thickness of "t" ) in the center region located in a radial direction of the exhaust way 220. The apparatus shown in Figure 10 is provided with a closing plate 212 for reflecting the exhaust gas. The closing plate 212 is placed distance "LA" apart at the downstream side of the main catalyst 100 in the body 210 so as to face the flow of the exhaust gas.

Please replace the paragraph beginning on page 4, line 21, with the following rewritten paragraph:

According to a first aspect of the present invention, an exhaust gas purifying apparatus comprising an exhaust pipe for forming an exhaust way communicated with an exhaust port of an engine, and a catalyst disposed in the exhaust way for purifying an exhaust gas;

the improvement comprising:

the exhaust way of the exhaust pipe having a first mounting position and a second mounting position disposed at the downstream side with respect to the first mounting position;

the catalyst having a first honeycomb catalyst portion placed at the first mounting position of the exhaust way and a second honeycomb catalyst portion placed at the second mounting position of the exhaust way, the first honeycomb catalyst portion having an outer ~~circumferencial~~-circumferential surface for forming a blowing passage with an inwall surface of the exhaust pipe and including a metallic first carrier with a plurality of holes being along a length direction of the exhaust way of the exhaust pipe, the second honeycomb catalyst portion including a metallic second carrier with a plurality of holes being along a length direction of the exhaust way of the exhaust pipe; and

wherein the radial cross sectional area in a catalyst region of the first honeycomb catalyst portion is set in the  $1/5$ - $2/3$  range with respect to the ~~radical~~-radial cross sectional area of a flowing way defined by the inwall surface of the first mounting position of the exhaust way with the first honeycomb catalyst portion being removed.

Please replace the paragraph beginning on page 5, line 13, with the following rewritten paragraph:

According to the first aspect of the present invention, the radial cross sectional area in the catalyst region of the first honeycomb catalyst portion is set in the  $1/5$ - $2/3$  range with respect to the ~~radical~~-radial cross sectional area of the flowing way formed by the inwall surface of the first mounting position of the exhaust way, with the first honeycomb catalyst portion being removed. Therefore, it is possible to raise a purification ability of the exhaust gas while suppressing the decrease of the engine output.

Please replace the two paragraphs beginning on page 9, line 14, with the following rewritten paragraphs:

According to the suitable mode of the exhaust gas purifying apparatus of the present invention, the first honeycomb catalyst portion can be installed at the first mounting position of the exhaust way by the first supporting member placed between the inwall surface of the exhaust way and the outer ~~circumferencial~~circumferential surface of the first honeycomb catalyst portion. The first supporting member may be a thin member ( for example a stay ) to decrease the passage resistance of the exhaust gas.

According to the suitable mode of the exhaust gas purifying apparatus of the present invention, the second honeycomb catalyst portion can be installed at the second mounting position of the exhaust way by the second supporting member placed between the inwall surface of the exhaust way and the outer ~~circumferencial~~circumferential surface of the second honeycomb catalyst portion. The second supporting member may substantially close the space between the inwall surface of the exhaust way and the outer ~~circumferencial~~circumferential surface of the second honeycomb catalyst portion. Therefore, it can effectively prevent that the exhaust gas is not purified by at least one of the first honeycomb catalyst portion and the second honeycomb catalyst portion; thereby ensuring the purification rate of the exhaust gas.

Please replace the paragraph beginning on page 10, line 16, with the following rewritten paragraph:

After another convolute body is formed by rolling another metallic wave plate and another metallic flat plate in a vortex shape, the metallic second carrier of the second honeycomb catalyst portion can be formed by bonding the convolute body with blazing material. The flat plate and the wave plate can be formed of heat resistant metal-heat resistant steel such as stainless steel. The following exemplifies the production technique of the first

carrier of the first honeycomb catalyst portion and the second carrier of the second honeycomb catalyst portion. Firstly, the flat plate made of metallic foil and the wave plate made of metallic foil are rolled to be bonded with blazing material so as to form a sleeve having a large number of holes-honeycomb holes-opening in an axial direction. ~~Nextly,~~ anNextly, a catalyst component layer is retained on the wall surface of the holes of the carrier for purifying the exhaust gas. The catalyst component can be made of at least one of platinum, palladium, rhodium, etc.

Please replace the paragraph beginning on page 13, line 20, with the following rewritten paragraph:

Afterwards, the carrier 3k with the first external sleeve 34 is soaked in a ceramic slurry for a predetermined hour to coat an alumina ceramic layer on the surface of the plates 30 and 31. Further, the alumina ceramic layer is fired at a firing temperature of about 480-520°. Afterwards, the carrier 3k with the external sleeve 34 is soaked in a solution including ~~an catalyst~~ a catalyst component for a predetermined hour so as to retain the catalyst component in the alumina ceramic layer so as to form a catalytic layer. The catalyst component may mainly be platinum (Pt), rhodium (Rh), and palladium (Pd). Still, the axial end surfaces and the outer ~~circumferencial~~ circumferential surface of the first external sleeve 34 is not covered with the catalytic layer owing to a masking treatment.

Please replace the paragraph beginning on page 14, line 28, with the following rewritten paragraph:

According to the present embodiment, "St" ( suffix t: Total ) exhibits the radial cross sectional area of the flowing way defined by the inwall surface 20a of the first mounting position 2f of the small diameter portion 21a out of the exhaust way 2, with the first honeycomb catalyst portion 3a being removed. "Sc", "~~St~~" ~~and~~ and "St" are regulated at the position "MA" (shown in Figure 1), at the inlet of the first honeycomb catalyst portion 3a.

Please replace the paragraph beginning on page 17, line 22, with the following rewritten paragraph:

Still, according to the exhaust gas purifying apparatus 1A of Embodiment 1, the ratio of  $S_c/S_t$  exhibits a proportion of the radial cross sectional area of the catalyst region of the first honeycomb catalyst portion 3a with respect to the radial cross sectional area of the small diameter portion 21a of the exhaust way 2. The ratio of  $S_c/S_t$  affects an output and a purification rate of HC in the 2-stroke cycle engine 90. Accordingly, the ratio of  $S_c/S_t$  is varied in the 1/5-2/3 range.

Please replace the paragraph beginning on page 22, line 14, with the following rewritten paragraph:

The large diameter portion 22e of the exhaust way 2 has an inner diameter of 90mm. The second honeycomb catalyst portion 4e is held by the second stay 8K (shown in Figure 5), working as a second supporting member, in the large diameter portion 22e about 100mm apart from the outlet of the first honeycomb catalyst portion 3e. The stay 8K is formed of a thin plate member to decrease a passage resistance of the exhaust gas. The stay 8K has a first portion 86, a second portion 87, and a third portion 88. The first portion 86 is brought into contact with the outer circumferential surface 44f of the second external sleeve 44 of the second honeycomb catalyst portion 4e by welding. The second portion 87 is brought into contact with the inwall surface 20a of the exhaust pipe 2a by welding. The third portion 88 is connected with the first portion 86 and the second portion 88. Accordingly, the second blowing passage 201 for discharging the exhaust gas is formed by the stay 8K between the second external sleeve 44 of the second honeycomb catalyst portion 4e and the inwall surface 20a of the exhaust pipe 2a. The second honeycomb catalyst portion 4e, including the second external sleeve 44, has an outer diameter of 70mm, a length of 50mm, and a hole density of 200 cells per square inch. According to the present embodiment shown

in Figures 4 and 5, the exhaust gas is purified by both of the first honeycomb catalyst portion 3e and the second honeycomb catalyst portion 4e to improve a purification rate. Moreover, the second blowing passage 201, placed at the outer circumferential side of the second honeycomb catalyst portion 4e, can discharge the exhaust gas while ensuring a purification ability, thereby suppressing the decrease of the engine output.